less) reduced from the allocations of the remaining States.

(c) State-UTs-wise details of the resources utilised during 1989-90 under the Yojana are given in the Annexure.

(d) State/UT-wise details of employment generation targets fixed, achievement thereof and percentage achievement during the year 1989-90 under the Yojana are given in the statements [*See* Appendix CLV Annexure No. 64].

(e) No survey has been made as 1989-90 was the first year of the JRY.

Ownership rights to marketmen in Delhi

2060. SHRI ATAL BIHARI VAJPAYEE:
SHRI ASHWANI KUMAR:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether Government had examined various aspects of its decision taken in October, 1989 to confer ownership rights to Meherchand Khanna Market, Lodhi Colony and INA market (among other markets) on lease-hold basis to the authorised allottees;

(b) if so, the progress made so far in the implementation of the decision: and

(c) the names of other markets in Delhi whose allottees are likely to get similar ownership rights?

THE MINISTER OF URBAN DEVELOPMENT (SHRI MURASOLI MARAN): (a) Yes, Sir.

(b) Process for implementing the decision has been initiated.

(c) 1. Babu Market (Sarojini Nagar)
2. Mohan Singh Market
3. R. K. Puram, Sector VI
4. R. K. Puram, Sector VIII
5. R. K. Puram, Sector IX
6. R. K. Puram, Sector XII
7. Aliganj Market (Lodhi Colony) } Subject to
8. Kasturba Nagar Mkt. (Sewa Nagar) } change in land use.

Scheme of fast rail transport for Delhi on cement pillars

2061. SHRI ASHWANI KUMAR: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether Government have seen the news item which appeared in the Nav Bharat Times, dated the 30th June, 1990, claiming a scheme of fast rail transport for Delhi on Cement pillars with less consumption of energy, little pollution and lesser investment and installation period, if so, what is the reaction of Government thereto; and

(b) if so, in what way, this scheme differ from the proposal already prepared to solve Delhi's transport problem, in respect of (i) Energy consumption (ii) investment and (iii) installation period?

THE MINISTER OF URBAN DEVELOPMENT (SHRI MURASOLI MARAN): (a) and (b) Yes,Sir.

It is cliamed that the system based on the roller coaster principle should result in fuel saving, less pollution. uninterrupted and faster movement. lesser travel time and lesser investment.

In the absence of technical specifications and detailed drawings and a more in depth

examination with reference to factors like level of performance, safety, reliability and maintainability and capacity to carry 40,000 to 80,000 passenger trips per hour per direction, it is not possible to react to the proposal.

The initial reaction of the Ministry of Railways is, however, that the system does not seem to have the potential of being developed into a Mass Raid Transit System to meet the level of traffic projected for Delhi.

Improvement of Railway Stations in the country

2062. SHRI MENTAY PADAMANABHAM: Will the Minister of RAILWAYS *be pleased to state:*

(a) whether Government have conducted any survey regarding the condition of Railway stations in Andhra Pradesh;

(b) whether there is ary plan to improve Railway stations in the country; and

(c) if so, the stations selected in Andhra Pradesh for the purpose?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) and (b) A survey was conducted on all Indian Railways in the year 1987 to identify stations which were deficient in respect of basic passenger amenities. An action plan was formulated to wipe out these deficiencies by end of 1990-91.

(c) 454 stations in Andhra Pradesh were identified for improvement under this scheme.

Study regarding load carried by Indian Labour

2063. SHRI SANTOSH BAGRODIA: Will the Minister of LABOUR be pleased to state:

(a) whether any study has been undertaken regarding load carried by an Indian Labour, male and female, as compared to those in other developed as well as developing countries;

(b) if so, the details thereof;

(c) whether it is a fact that an Indian Labour carries as much as 135 kg. load as against the recommended maximum limit of 55 kg.; and

(d) if so, the reasons therefor and the remedial measures proposed to be taken in this regard?

THE MINISTER OF LABOUR AND WELFARE (SHRI RAM VILAS PASWAN): (a) to (c) According to an ILO report, entitled "Maximum weights in load lifting and carrying", a comparative study has been made of maximum load that a worker is allowed to lift and carry. Wide variations have been revealed in 61 developed and developing countries. An item *from an issue of* "ILO Information" giving the main findings of the report is attached. (*See* below)

(d) The Model Rules framed under the Factories Act, 1948 already provide that the maximum weight to be lifted or carried by an adult male worker should not exceed 55 Kgs. However, it has not been possible to lay down such limits specially in the unorganised sector because of practical difficulties.

A weighty issue for workers

How much weight can an adult worker carry? A lot depends on the physical condition of the person—and the country where he or she works.

*

As an ILO report notes, there are wide variations among 61 developed and developing countries in the maximum load that a worker is allowed to lift and carry. It bases its findings on a recent survey that looked into the rules and practice on this issue.

Some countries—such as Austria, Canada, Ireland and Sri Lanka—had general provisions concerning health protection. Twelve countries had no regulations at all and a number of others referred to specific occupational tasks. For instance, in India dock workers have a limit of 100 kilograms while in non-organised sectors it can reach 115—135 kilograms. Greek meat

*Maximum weights in load lifting and carrying, ILO Geneva.